

SUMMARY

During the base period of April-September 1952, which was selected because of its relative completeness of information, ships of British registry accounted for more than half the reported tonnage entering the South China Sea ports under study. Ships of Panamanian registry ranked second and those of Chinese Communist registry were third. However, it is obvious that not all shipping data is available. Small coastal vessels have not been reported and certain larger vessels, of specific registries, seem also to be missing. For example, ships of Russian registry are not listed in these ports after the month of April.

Data on physical facilities show that there are only a few ports on the South China Sea - those between Shanghai and Canton - that may be considered as major ports. These are Shanghai, Shih-p'u, Wenchow, Foochow, Amoy, and Swatow.

The base period selected for this study of port facilities and shipping records of certain Chinese ports was April-September 1952. Material for all the ports requested was not available. On some ports for which there was information it was found that data was missing for parts of the months of June, July, August, and September. This unavailable material covers short periods totaling about six weeks. However, there appears to be sufficient evidence to develop a trend.

Ships bearing British registry account for more than half of the reported tonnage entering the ports under study; ships with Panamanian registry ranked second and those of Chinese Communist registry third. It should be noted, however, that the beneficial owners for most of the ships were Chinese with Communist sympathies, either in Hong Kong or on the mainland. (Lists of beneficial owners are carried in the monthly ONI reports on Non-Communist Registered Merchant Shipping Trading with The Soviet Bloc in The Far East.)

There are two types of information that are not available. The first is the movement of many small coastal and fishing vessels, generally under 100 tons, that move up and down the coast. The second is the movement of ships of certain nationalities into the port of Shanghai. In connection with the latter it is to be noted that no Russian vessels are reported after the month of April. This omission seems highly suspicious in view of the fact that most of the base period is during the time when the Siberian port of Vladivostok is completely ice-free. Certain other information, such as the movement of Thai ships to the port of Swatow, as noted in Appendix B, is also unobtainable.

In Appendix A we are including data on the physical facilities of the twenty-two ports under study. This data covers unloading capacities, rail links, extent of available repair facilities, and the channel depth of these ports when such data was obtainable. Also included are statements regarding the economic importance of the ports and the total reported tonnage for the base period.

Appendix B gives a port-by-port listing of vessels entering the port, their registry, tonnage, and approximate date of arrival or departure. Each chart also contains a summary of the tonnage by registry. When the term "exact date unknown" is used, it means that the vessel is known to have been trading in the port during the period indicated. Because of the size of the list for the port of Shanghai, it has been necessary to divide the list by months with an over-all summary added to the September chart.

Appendix C gives a list of typical cargoes carried by some of the ships entering the ports. Cargoes of many vessels are unknown. It is also known that many ships carry only ballast upon arrival or departure.

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State Dept. declassification instructions on file

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PROBLEM

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[REDACTED] to prepare a survey of Chinese ports on the South China Sea extending from Shanghai to Swatow. This survey, aimed at determining the economic importance of these ports, includes data on the physical facilities of the ports and the nature of shipping using the ports.

SCOPE AND LIMITATIONS

Data on the physical facilities of the ports has been taken from NIS studies and Naval Hydrographic Office publication. Shipping information has been drawn from ONI and State Department publications. For the latter a base period of April-September 1952 was used. Limitations within this period are explained in the text.

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APPENDIX A

FACILITIES OF SELECTED CHINESE PORTS
AND THEIR ECONOMIC SIGNIFICANCE

Port	Facilities 1/	Economic Importance	Gross Tonnage Entering Port Apr-Sept 1952 (as reported) see appendix 2
Shanghai	30,000 to 35,000 long tons unloading capacity. Vessels drawing 31 ft. can enter the port. Important rail center	Most important commercial, financial and manufacturing center in China. It is the principal center for transfer and distribution of commodities for East and Central China. Main industries are shipyards, flour mills, textiles, machine shops, foundries, and tobacco factories. 1940 population was 4,000,000.	471,682
Hangchow	Accessible only to vessels not drawing more than three feet. Limited unloading capacity. Rail connections exist.	More important politically than commercially; large portion of products brought to the city are transshipped by rail and canal to Shanghai. Population as of 1937 - 730,000.	n.a.
Lungshan	No estimate available on unloading capacity but considered to be only a minor port. No rail connections to port.	This port is of little economic importance.	n.a.
Chen-hai	About 450 long tons unloading capacity. No rail connections to the port.	Fishing center	n.a.
Yin-hsien	At least 750 long tons unloading capacity. No rail connections to the port.	Fishing Center	n.a.
Shih-p'u	Unloading capacity is at least 300 long tons. The harbor, which extends about 4 miles southwestward and three miles westward, is landlocked and affords excellent protection in this typhoon-belt area. Vessels drawing up to 300 ft. can anchor here. There are no rail connections to the port.	Besides being an excellent anchorage this port is important because of constant steamer communication with Shanghai, Wenchow, Ningpo, and Taichow.	n.a. (see list by ports)
Ch'ing-chiang-tu	No rail connections to this port. Estimates on unloading capacities are unavailable.	Considered a minor port.	n.a.
Hai-men	At least 450 long tons unloading capacity. Vessels drawing about 18 ft. can enter the harbor. No rail connections to the port.	Minor importance. Population is about 20,000. Regular steamer service is maintained with Shanghai.	n.a. (see list by ports)
Wenchow	Unloading capacity is about 450 long tons. Vessels drawing up to 15 feet can enter the Wu Kiang and proceed to the port. There are no rail connections leading to the port.	This port is of secondary importance.	n.a.

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APPENDIX A (continued)

Port	Facilities 1/	Economic Importance	Gross Tonnage Entering Port Apr-Sept 1944 (as reported see appendix 2)
Jui-an	Estimates on unloading capacity are not available. Vessels drawing up to 12 feet can enter. No rail connections to this port.	Considered a minor port. Steamers on the Shanghai-Kuao-t'ou run call regularly.	n.a.
Kuao-t'ou	Vessels drawing up to 10 ft can enter the port and anchor. No estimates of unloading capacity are available. No rail connections are at the port.	Considered a minor port. Regular steamer service to Jui-an and Shanghai. 1943 population estimate was 20,000.	n.a.
Sha-ch'eng-chiang	No estimate available on unloading capacities. No rail connections to this port.	Considered a minor port.	n.a.
San-tu-ao	Vessels can anchor in depths of 48- to 60 feet. A submarine cable extends across the anchorage from Customs Point to Apex point. No rail connections exist. Estimates on unloading capacities are not available.	The port is connected with a general telegraph system. A telephone line runs to Foochow. There is also steamer communication with Foochow. It is considered a minor port.	n.a.
Foochow	Twin harbors--Nan-t'ai on the north bank and Foochow on the south bank; good anchorage with a depth of about 13 feet. Unloading capacity is about 750 long tons. There are no rail connections. Repair facilities are available.	Important commercial city. Formerly a naval base. The population is over 350,000	70,353
P'ing-t'ien	Good berthing facilities for small craft. No unloading capacity estimates available. No rail connections to the port.	Considered to be a minor port.	n.a.
Niu-shan-tao	No estimates available on unloading capacity. No rail connections to the port.	Considered to be a minor port.	n.a.
Chin-men	Unloading capacity of about 150 long tons. No rail connections to the port.	This port is held by the KMT.	n.a.
Amoy	Unloading capacity of about 2,700 long tons. No rail connections to the port. Port can accommodate vessels drawing up to 30 feet. Repair facilities are available.	Major collecting and distributing center for surrounding area but without large industrial installations. Important embarkation port for coolie labor. Government drydock located here. 1939 population was about 40,000.	20,371
Wu-hsu	No estimate on unloading capacity is available. There are no rail or road connections to the port.	Considered to be a very minor port.	n.a.

APPENDIX A (continued)

<u>Port</u>	<u>Facilities 1 /</u>	<u>Economic Importance</u>	<u>Gross Tonnage</u> <u>Entering Port</u> <u>Apr-Sept 1952</u> <u>(as reported)</u> <u>see appendix</u> <u>2 /</u>
Lung-ao	Unloading capacity is about 150 long tons. No rail connections to the port.	Considered to be a very minor port.	n.a.
Swatow	Unloading capacity about 600 long tons. Vessels may also unload about 30 or 40 tons with their own gear. Accommodates vessels drawing up to 20 feet. Minor repair facilities. No rail connections to the port.	A major port for vessels coming from Thailand; in regular contact with Hong Kong and other Chinese ports. 1938 population about 138,000.	48,891
Ting-hai	At least 450 long tons unloading capacity. No rail connections to the port.	Minor naval base and sea-plane station.	n.a.

NOTE: 1 / Data on unloading capacity is based on a 20 hour day.

2 / Data was obtained from weekly and monthly ONI Reports and weekly summaries of shipping arriving at and departing from Hong Kong as furnished in Foreign Service Despatches. Material for parts of June, July, August and September was unobtainable.

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APPENDIX B

SHIPPING ENTERING CERTAIN CHINESE PORTSSHANGHAI (April)

<u>Vessel</u>	<u>Registry</u>	<u>Tonnage</u> (*-approximate)	<u>Approximate Date of</u> <u>Arrival or Departure</u>
NORTHERN GLOW	BRITISH	5135	2 April
NORINA	PANAMANIAN	3451	4 April
WILLA	PANAMANIAN	2710	4 and 21 April
KAIKORAI	PANAMANIAN	3151	5 and 15 April
NORELG	PANAMANIAN	6103	6 and 17 April
JOSIF STALIN	RUSSIAN	7061	9 April
LIN CHEN	COMMUNIST CHINA	3110	16 April
YUNNAN	BRITISH	2812	17 and 27 April
HAI AN	COMMUNIST CHINA	2320	19 April
INCHISLAY	BRITISH	1791	20 April
NAVIDAD	PANAMANIAN	6181	22 April
CHUNG#127	COMMUNIST CHINA	3326	22 April
YU #128	COMMUNIST CHINA	*2000	22 April
EUSTON	BRITISH	3599	24 April
BATUMI	RUSSIAN	6236	24 April
EL GRANDE	PANAMANIAN	6318	25 April
AGUADULCE	PANAMANIAN	1544	exact date unknown
BAHDRA	BRITISH	3194	exact date unknown
PLYMOUTH STAR	BRITISH	1274	exact date unknown

Total reported tonnage for the month of April - 86,092

British - 20,617
Panamanian - 41,422
Russian - 13,297
Communist China - 10,756

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APPENDIX B (continued)

SHANGHAI (MAY)

<u>Vessel</u>	<u>Registry</u>	<u>Tonnage</u>	<u>Approximate Date of Arrival or Departure</u>
EUSTON	BRITISH	3599	2, 14, and 28 May
SAN EDUARDO	BRITISH	2310	4 and 15 May
KATKORAI	PANAMANIAN	3151	5 May
YUNNAN	BRITISH	2812	5 and 28 May
MIRAMAR	PANAMANIAN	3721	6 May
YUNG HAN #122	COMMUNIST CHINA	1220	8 May
INCHMILL	BRITISH	2479	12 and 26 May
SHUN LEE	BRITISH	3372	12 May
WILLA	PANAMANIAN	2669	15 May
ROSITA	BRITISH	1336	23 May
NORELG	PANAMANIAN	6103	27 May
ROMANTICO	PANAMANIAN	1221	29 May
HAI AN	COMMUNIST CHINA	2320	29 May
SAGEN	PANAMANIAN	3944	30 May
LIN CHEN	COMMUNIST CHINA	3110	31 May
NORINA	PANAMANIAN	3451	31 May
AGUADULCE	PANAMANIAN	1544	31 May
TEFKROS	BRITISH	1972	exact date unknown
INCHKEITH	BRITISH	4290	exact date unknown
NAVIDAD	PANAMANIAN	6181	exact date unknown
NORTHERN GLOW	BRITISH	5135	exact date unknown
VAASA	FINNISH	9494	exact date unknown
PLYMOUTH STAR	BRITISH	1274	exact date unknown
SAN ERNESTO	BRITISH	1538	exact date unknown

British - 44,916
 Panamanian - 31,985
 Communist China - 6,650
 Finnish - 9,494

Total reported tonnage for the month of May: 93,045

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APPENDIX B (continued)

SHANGHAI (JUNE)

<u>Vessel</u>	<u>Registry</u>	<u>Tonnage</u>	<u>Approximate Date of Arrival or Departure</u>
INCHMULL	BRITISH	2479	1 June
YUNNAN	BRITISH	2812	1, 3 and 14 June
EUSTON	BRITISH	3599	2 June
SIUN LEE	BRITISH	1372	1 and 9 June
NAVIDAD	PANAMANIAN	6181	2 and 8 June
YUNG WEI #129	COMMUNIST CHINA	1220	3 June
SAGEN	PANAMANIAN	3944	5 and 10 June
NORTHERN GLOW	BRITISH	5135	5 and 7 June
HAI AN	COMMUNIST CHINA	2320	5 June
SAMOS	GREEK	7176	10 June
ORBITAL	PANAMANIAN	1555	10 June
CHUNG #127	COMMUNIST	3327	11 June
CHUNG #128	COMMUNIST CHINA	3352	11 June
LIN CHEN	COMMUNIST CHINA	3350	11 June
ROSITA	BRITISH	1336	13 June
STYLIANOS N. VLASSOPULOS	GREEK	7244	exact date unknown

British - 32,864
Panamanian - 21,805
Communist China - 13,569
Greek - 14,420

Total reported tonnage for the month of June 82,658

NOTE: Only partial information for the month of June was available.

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APPENDIX B (continued)

SHANGHAI (JULY)

<u>Vessel</u>	<u>Registry</u>	<u>Tonnage</u>	<u>Approximate Date of Arrival or Departure</u>
ANGELINA	BRITISH	260	9, 16 and 25 July
EL GRANDE	PANAMANIAN	6175	11 July
CHUNG #128	COMMUNIST CHINA	3327	11 July
TEFKROS	BRITISH	1972	13 July
ORIENTAL CO	COMMUNIST CHINA	2812	15 July
NORTHERN GLOW	BRITISH	5135	16 July
ROSITA	BRITISH	1336	16 July and 25 July
INCHKEITH	BRITISH	4290	16 and 26 July
HAI WEI	COMMUNIST CHINA	1889	17 July
SAN JORGE	BRITISH	3870	18 July
HAI AN	COMMUNIST CHINA	2320	26 July

British - 23,009
Panamanian - 6,175
Communist China - 10,348

Total reported tonnage for the month of July - 39,532

NOTE: Only partial information available for the month of July

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APPENDIX B (continued)

SHANGHAI (AUGUST)

<u>Vessel</u>	<u>Registry</u>	<u>Tonnage</u>	<u>Approximate Date of Arrival or Departure</u>
ANGELINA	BRITISH	260	7 and 14 August
INCHISLAY	BRITISH	1791	10 August
SAN EDUARDO	BRITISH	2994	10 August
INCHKEITH	BRITISH	4290	12 August
YUNNAN	BRITISH	2812	12 and 25 August
YUNG WEI	COMMUNIST CHINA	1220	13 August
BELAPUR	BRITISH	7487	13 August
EUSTON	BRITISH	3599	16 August
SAN ERNESTO	BRITISH	1538	16 August
ADMIRAL HARDY	BRITISH	1929	17 August

British - 29,772
Communist China - 1,220

Total reported tonnage for the month of August: 30,992

NOTE: Only partial information available for the month of August

On 4 August 1952 the following passenger-cargo steamships were at Hai Men being loaded with lumber and charcoal for shipment to Shanghai:

TUNG LI	NAN LI
CHIN TU	HSIN T'AI CHOU
HSIANG T'AI	

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These ships are Chinese Communist owned.

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SHANGHAI (SEPTEMBER)

<u>Vessel</u>	<u>Registry</u>	<u>Tonnage</u>	<u>Approximate Date of Arrival or Departure</u>
BELAPUR	BRITISH	7539	4 September
LIN CHEN	COMMUNIST CHINA	3350	5 and 13 September
YUNG WEI	COMMUNIST CHINA	1220	5 and 20 September
ADMIRAL HARDY	BRITISH	1929	6, 14 and 19 September
TA CHIONG	COMMUNIST CHINA	6175	6 and 15 September
INCHARRON	BRITISH	3539	7 and 20 September
XUNNAN	BRITISH	2812	7 and 20 September
HAI AN	COMMUNIST CHINA	2320	9 and 17 September
HAI WEI	COMMUNIST CHINA	1889	9 and 22 September
EUSTON	BRITISH	3599	10 September
NORTHERN GLOW	BRITISH	5135	10, 20 and 30 September
INCHISLAY	BRITISH	1791	12 September
CHUNG #128	COMMUNIST CHINA	3352	13 September
CHUNG #127	COMMUNIST CHINA	3327	13, 17 September
MIRAMAR	UNKNOWN (PANAMANIAN REGISTRY WITHDRAWN)	4764	17 September
MEKO	HONDURAN	3116	18 September
KARPATY	PHILIPPINE	6487	19 September
TEFKROS	BRITISH	1972	20 September
HAINU (formerly the Aguadulce)	COMMUNIST CHINA	1544	20 September
LEE SANG	COMMUNIST CHINA	3179	20 September
ORIENTAL	COMMUNIST CHINA	2812	20 September
ORBITAL	COMMUNIST CHINA	1555	21 September
STARSLIDE	PANAMANIAN	3351	21 September
PACIFICO	COMMUNIST CHINA	2831	22 September
TAICHUNGSHAN	BRITISH	2171	22 September
SAN JORGE	BRITISH	3870	22 and 27 September
NAVIDAD	PANAMANIAN	6181	26 September

APPENDIX B (continued)

SHANGHAI (SEPTEMBER) - continued

<u>Vessel</u>	<u>Registry</u>	<u>Tonnage</u>	<u>Approximate Date of Arrival or Departure</u>
INCHULVA	BRITISH	1772	27 September
KAIKORAI	UNKNOWN (PANAMANIAN REGISTRY WITHDRAWN)	3151	30 September

British - 60,478
Panamanian - 9,532
Communist China - 51,835
Honduran - 3,116
Philippine - 6,487
Unknown (former Panamanian) - 7,915

Total reported tonnage for the month of September: 139,363

NOTE: Partial information for the month of September was available.

Total reported tonnage for the months April - September:

British - 211,656
Panamanian - 110,919
Communist China - 94,378
Greek - 14,420
Russian - 13,297
Finnish - 9,494
Philippine - 6,487
Honduran - 3,116
Unknown (formerly of Panamanian registry) - 7,915

TOTAL 471,682

FOOCHOW (APRIL-SEPTEMBER)

<u>Vessel</u>	<u>Registry</u>	<u>Tonnage</u>	<u>Approximate Date of Arrival or Departure</u>
INCIKEITH	BRITISH	4290	16 April
TEPKROS	BRITISH	1972	21 April
SAN ERNESTO	BRITISH	1538	23 April
INCHISLAY	BRITISH	1791	30 April, 27 May
INCHMULL	BRITISH	2479	30 April, 5, 12 and 24 May 3 June
ROMANTICO	PANAMANIAN	1221	May (exact date unknown)
EUSTON	BRITISH	2181	8, 12, 19 and 28 May, 15 August
ROSITA	BRITISH	1336	22 and 31 May, 16 June, 6 September
HYDRALOCK	BRITISH	979	11 and 23 May, 15 June
SAN JORGE	BRITISH	3870	24 May, 15 and 20 September
SHUN LEE	BRITISH	7176	25 May
PLYMOUTH STAR	BRITISH	1274	26 May
SAN EDUARDO	BRITISH	2310	28 May
ANGELINA	BRITISH	260	6 September
INCHARRON	BRITISH	3539	25 September

British - 69,132
Panamanian - 1,221

Total Reported Tonnage for April-September: 70,353

NOTE: Only partial information available for the months of June, July, August and September.

It is reported that there are 8 fairly new oil refineries in Foochow. It may therefore be assumed that some oil is being shipped in.

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SWATOW (APRIL-SEPTEMBER)

<u>Vessel</u>	<u>Registry</u>	<u>Tonnage</u>	<u>Approximate Date of Arrival or Departure</u>
ANGELINA	BRITISH	260	27 April, 7 June, 11 August
DAVIKEN	NORWEGIAN	2922	29 April
JULIANA	BRITISH	255	30 April, 9 May, 15 and 21 August, 7 and 14 September
SANDVIKEN	NORWEGIAN	2916	2 May, 5 June, 17 September
TAICHUNGSHAN	BRITISH	2171	12 and 31 May, 8 June
INCHEMULL	BRITISH	2479	6 June
INCHARRON	BRITISH	3539	8 June
HYDRALOCK	BRITISH	1000	13 June
HSIN MEN	COMMUNIST CHINA	1351	13 and 27 July
ROSKITA	BRITISH	1336	14 and 29 July
EDEMDALE	BRITISH	1717	28 July, 8 and 21 September
ADMIRAL HARDY	BRITISH	1929	20 August
SAN EDUARDO	BRITISH	2320	6 September
INCHISLAY	BRITISH	1791	9 September
THEOFANO LEVANOS	GREEK	4815	17 September

British - 29,704
Communist China - 2,702
Greek - 4,815
Norwegian - 11,670

Total reported tonnage for the months of April-September: 48,891

NOTE: Only partial information available for the months of June, July, August and September.

1. In addition to the above it is known that the Ngow Hoo Shipping Co. and Jib Huat Shipping Co., Bangkok, Thailand, run regular freight and steamer service to Swatow. These companies are owned by Sino-Thai who are Communist Party members or sympathizers. It is also believed that other smaller Sino-Thai companies also make frequent use of the port of Swatow.

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2. One passenger vessel runs each week between Amoy and Swatow. These are 60-80 ton wooden diesel-powered vessels.

3. One passenger vessel runs every two days between Swatow and Canton. It is a 200 ton wooden diesel-powered vessel.

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APPENDIX B

WENCHOW (APRIL-SEPTEMBER)

<u>Vessel</u>	<u>Registry</u>	<u>Tonnage</u>	<u>Approximate Date of Arrival or Departure</u>
ANGELINA	BRITISH	260	26 July
INCHISLAY	BRITISH	1790	21 August

Total reported tonnage for April-September (All British): 2,050

NOTE: Only partial information available for the months of June, July, August and September.

AMOI (APRIL-SEPTEMBER)

HYDRALOCK	BRITISH	1000	27 April, 2 May
ANGELINA	BRITISH	260	28 April, 12 July
AMERSHAM HILL	BRITISH	7134	7 June
ROSTTA	BRITISH	1336	12 August
JULIANA	BRITISH	255	15 August
EDENDALE	BRITISH	1717	7 September
SAN JORGE	BRITISH	3870	13 September
INCHARRON	BRITISH	3539	17 September

Total tonnage reported for April to September (all British) 20,371 tons.

NOTE: Only partial information available for the months of June, July, August and September.

One passenger vessel each week runs between Amoy and Swatow. These are 60-80 ton wooden diesel-powered vessels. Another vessel of the same type runs between Amoy and Canton every two weeks.

A 20 ton passenger vessel runs daily between Amoy and Anhui. Twice daily a vessel of the same type runs between Amoy and Lungch'1.

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APPENDIX B (continued)

SHIH-P'U

In early June Ships were permitted to travel between Shih-p'u and Pai-sha-shan from 5 a.m. to 9 a.m. and from 3 p.m. to 6 p.m. daily. From May 31 to June 8, five motorized junks and steamships were in this area.

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No other information available.

HAI-MEN

Between 10 and 12 June 1952, 600 fishing boats sailed from Chou-shan and Tai-shan fishing areas to Hai-men. (B-3) On 4 August, the following passenger steamships were at Haimen being loaded with lumber and charcoal for shipment to Shanghai: TUNG LI, CHIN TU, HSIANG T'AI, NAN LI, AND HSIN T'AI CHOU. These ships are owned by the Limin Shipping Company or by the Tungsheng Shipping Company. On the same day four other steamships and seven sailing junks were at Haimen being loaded with the same kind of cargo for shipment to Shanghai.

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APPENDIX C

EXAMPLES OF CARGOES CARRIED TO AND FROM CHINA PORTS

1. Voyage of the S.S. JULIANA from Hong Kong to Swatow on 20 August 1952:

(Cargo Tonnage - 8 tons)
30 bds. (1500 kilos.)
Rattan
1 cs. (800 lbs.) Linen
piece goods
1 cs. (350 lbs.) "
1 cs. (350 lbs.) "
5 cs. (1450 lbs.) "
2 cs. (100 lbs.) Dyestuff
5 pkg. (260 kilos.) "
2 pkg. (96 kilos.) "
2 cs. (20 kilos.) "
4 pkg. (240 kilos.) "
1 cs. Linen Corded Hdkfs.
2 cs. (123 catties) Shellac
2 dr. (168 ") Dyestuffs
1 cs. (300 lbs.) Cotton
Embroidery Thread
5 cs. Embroidery Linen &
Thread
1 cs. Linen Piece Goods
1 cs. (600 lbs.) Linen "
2 casks Red Lead
48 bds. (3300 catties)
Rattan
1 cs. Linen Piece Goods
1 cs. "

(USA, State FSD 740 Hong Kong 6 October 1952 - SECRET)

2. Voyage of the S. S. Admiral Hardy from Hong Kong to Swatow on 20 August 1952:

CARGO NIL

(USA, State FDS 740 Hong Kong 6 October 1952 - SECRET)

3. Voyage of the S. S. Inchislay from Hong Kong to Wenchow on 21 August 1952:

CARGO NIL

(USA, State FDS 740 Hong Kong 6 October 1952 - SECRET)

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APPENDIX C (continued)

4. Voyage of the S.S. Yunnan from Hong Kong to Shanghai on 25 August 1952:

(Cargo Tonnage -- 200 tons)

65 cs. (2 tons) Pulley Blocks
 100 dr. (6000 kilos.) Variamine Blue Salt B.
 4 cs. (400 kilos.) Synthomycetins
 33 cs. (2,070 kilos.) Rhodia PAS Powder,
 Sulfathiazole Powder
 20 dr. (10,000 lbs.) Pliers,
 Spanners, bit braces
 25 dr. (10,000 lbs.) Citronella Oil
 400 dr. (24,000 kilos.) Variamine Blue Salt B.
 50 dr. (1500 kilos.) Malachite Green Crystals
 20 dr. (1200 kilos.) Variamine Blue Salt B
 5 cs. (450 kilos.) Kraft Paper
 4 dr. (240 kilos.) Variamine Blue Salt B.
 80 bags (4800 kilos.) Boric Acid
 30 cs. (6800 kilos.) Bakelite Sheets
 13 dr. (1654 lbs.) Sulfathiazole B.P. Powder
 31 dr. (4973 lbs.) Sulfaguanadine Powder
 62 dr. (7,984 lbs.) Sulfanilamide Powder
 1 cs. (10 lbs.) Aureomycin
 10 dr. (600 kilos.) Dyestuff
 4 cs. (584 kilos.) Cotton Card Clothing
 5 dr. (1560 kilos.) Dyestuffs
 30 cs. (4,291 lbs.) Sulfathiazine Powder
 25 dr. (3110 lbs.) Sulfathiazole B.P. Powder
 57 cs. (6527 lbs.) Acid Acetyl Salicylic
 15 dr. (2489 lbs.) Sulfathiazole Powder
 13 cs. (1475 lbs.) P.A.S. Powder
 40 cs. (4180 lbs.) Dihydro Streptomycin
 10 dr. (2772 lbs.) Sulfathiazole Powder
 16 bales (3360 lbs.) Compressed Asbestos Fibre jointing
 57 pcs. Square Timber Logs
 1 cs. (72 kilos.) Synthomyetin Caps.
 4 cs. (950 lbs.) Roller Cloth
 10 cs. (1650 lbs.) French Sulfadiazine Powder
 40 cs. (4 tons) Pipe Wrenches
 10 cs. (972 kilos.) Cawo Fixing Salt for x-ray use
 2 cs. (340 kilos.) Printed Books
 10 dr. (600 kilos.) Dyestuff
 38 cs. (23 tons) Textile Machinery
 1 cs. (1748 lbs.) Textile Machinery
 1 cs. (187 lbs.) Research Microscopes
 16 cs. (375 kilos.) 15 Sets Original Hanan Artificial Alpine Sun
 66 dr. (1,980 kilos.) Dyestuff
 16 dr. (940 kilos.) "
 1 cs. Oestradiol Benzoate)
 4 cs. Aneurine Hydrochloride
 7 cs. Ascorbic Acid (1002 kilos.)
 20 dr. (2000 lbs.) Sacharine 450 Crystals
 1 parcel (1 lb.) Dilantin Sodium
 1 cs. (91 lbs.) Textile Machinery

(USA, State FSD Hong Kong 6 October 1952 - SECRET)

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APPENDIX C (continued)

5. Voyage of the S.S. Juliana from Swatow to Hong Kong 23 August 1952:

(Cargo Tonnage - 260 tons)

785 jars vegetables
335 jars fruit
4,054 pcs. Native Paper
386 bags Vegetable Seeds
21 cs. Drawnwork
388 cs. Tea
116 bkts. Fresh Fish
50 heads Live Pigs
38 cs. Ramie Thread
100 bags Potato Flour
11 bags Chinese Medicine
36 pkg. Joss Paper
29 bags Fishing Nets

6. Voyage of the S.S. Hydralock from Hong Kong to Amoy on 27 April 1952:

7000 bags (700 tons) Ammonium Sulphate
10 bales (2 tons) White Cap Paper
16 bales (4 tons) Printing Paper
100 bags (10 tons) Ammonium Sulphate
100 bags (10 tons) "
100 bags (10 tons) "
10 bdles. (2000 lbs.) Borax
3 cs. (360 lbs.) Penicillin
3 cs. (300 lbs.) D.D.T. Pdr.
1 cs. (50 lbs.) Streptomycin, Penicillin Oil & Tab.

(US, State FSD 2597 Hong Kong 11 June 1952 - SECRET)

7. Voyage of the S.S. Angelina from Hong Kong to Amoy on 28 April 1952:

300 bags (30 tons) Sulphate of Ammonia
220 bags (10 tons) "
220 bags (10 tons) "
50 bags (5 tons) "
200 bags (20 tons) "
200 bags (20 tons) "
2 cs. Foreign Medicine
100 Bags (10 tons) Sulphate of Ammonia
3 cs. Foreign Medicine
100 bags (10 tons) Sulphate of Ammonia
800 bags (80 tons) "
5 cs. Foreign Medicine
3 cs. Foreign Medicine
800 bags (80 tons) Sulphate of Ammonia
110 bags (5 tons) Sulphate of Ammonia
440 bags (20 tons) "
200 bags (20 tons) "
8 cs. Foreign Medicine
920 bags (80 tons) Sulphate of Ammonia
100 bags (10 tons) "
1 cs. (60 lbs.) Foreign Medicine
200 bags (20 tons) Sulphate of Ammonia
3 cs. Foreign Medicine
2 cs. "
17 pkg. "
3 pkg. "
2 cs. "
1 cs. "

(US State 2597 Hong Kong - 11 June 1952 - SECRET)